

Oceanic Steamship Company

Alameda Schedule

ARRIVE HONOLULU.	LEAVE HONOLULU.
ALAMEDA SEPT. 11	ALAMEDA SEPT. 16
ALAMEDA OCTOBER 2	ALAMEDA OCTOBER 7
ALAMEDA OCTOBER 23	ALAMEDA OCTOBER 28

On and after June 24th, 1908, the SALOON RATES between Honolulu and San Francisco will be as follows:

ROUND TRIP, \$110.00. SINGLE FARE, \$65.00.

In connection with the sailing of the above steamers, the Agents are prepared to issue to intending passengers coupon through tickets by any railroad from San Francisco to all points in the United States and from New York by steamship line to all European Ports.

FOR FURTHER PARTICULARS, APPLY TO

W. G. Irwin & Co., Ltd

AGENTS FOR THE OCEANIC S. CO.

Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

FOR FIJI AND AUSTRALIA. FOR VANCOUVER.

MANUKA SEPT. 19 MARAMA SEPTEMBER 15

MARAMA OCTOBER 16 AORANGI OCTOBER 14

* Will call at Fanning Island.

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES

Theo. H. Davies & Co., Ltd., Genl Agents

American - Hawaiian Steamship Company

From New York to Honolulu---Weekly Sailings via Tehuantepec

Freight received at all times at the Company's wharf, 41st Street, South Brooklyn.

FROM HONOLULU TO SAN FRANCISCO. FROM SEATTLE AND TACOMA TO HONOLULU.

ALASKAN TO SAIL SEPT. 14 VIRGINIAN TO SAIL SEPT. 20

FROM SAN FRAN. TO HONOLULU

ARIZONAN TO SAIL SEPT. 9

COLUMBIAN TO SAIL SEPT. 23

Freight received at Company's wharf Greenwich Street.

Pacific Mail Steamship Co.

Occidental & Oriental S. S. Co.

Toyo Kisen Kaisha S. S. Co.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates mentioned below:

FOR THE ORIENT.	FOR SAN FRANCISCO.
NIPPON MARU SEPT. 5	TENYO MARU SEPT. 9
ASIA SEPT. 15	KOREA SEPT. 21
MONGOLIA SEPT. 21	AMERICAN MARU OCTOBER 2
HONGKONG MARU OCTOBER 2	SIBERIA OCTOBER 12
KOREA OCTOBER 12	CHINA OCTOBER 17
AMERICAN OCTOBER 27	MANCHURIA OCTOBER 24
SIBERIA NOVEMBER 2	

FOR FURTHER INFORMATION APPLY TO

H. HACKFELD & CO. LTD

MATSON NAVIGATION COMPANY

Arrive Honolulu.	Leave Honolulu.
S. S. HILONIAN SEPT. 2ND.	SEPT. 8TH
S. S. HILONIAN SEPT. 30TH	OCT. 6TH
S. S. HILONIAN OCT. 18TH	NOV. 2RD
S. S. HILONIAN NOV. 25TH	DEC. 1ST
S. S. HILONIAN DEC. 23RD	DEC. 29TH

PASSENGER RATES TO SAN FRANCISCO: FIRST CABIN, \$60.00. ROUND TRIP, FIRST CABIN, \$110.00.

Castle & Cooke Limited, Agents

122 to 126 King St Union-Pacific Transfer Co. 58

Wood---Coal---Kindling

STAR

Printing :- Office

For years the Star's printing office has been a busy place. We have gained a reputation for doing good work at fair prices and delivering the job when promised. Few printing offices can make a similar claim. With addition to our plant we are in a better condition than ever to handle commercial printing. Our three Linotypes are at your service for book and brief work. If you are not a Star customer, send us a trial order; you will be pleased with the result.

Star Printing Office

McCandless Building.

Telephone 365

SHIPPING INTELLIGENCE

TIDES, SUN AND MOON.

Full Moon, September 10th at 2 a. m.

Date	September	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	Sun Rises	Sun Sets	Moon Rises	Moon Sets
P. M.	U. T.	P. M.	U. T.	P. M.	U. T.	P. M.	U. T.				
7	1:55	1.9	1.30	9:06	6:45	5:46	6:08	2:35			
8	2:40	1.8	2:18	9:30	7:44	5:46	6:07	3:42			
9	3:20	1.8	3:00	9:53	8:40	5:46	6:06	4:50			
10	3:55	1.7	3:40	10:25	9:30	5:46	6:05	Rises			
11	4:34	1.5	4:22	10:50	10:17	5:47	6:04	7:33			
12	5:15	1.4	5:00	11:30	10:10	5:47	6:03	8:19			
13	5:45	1.3	5:29	11:58	11:52	5:47	6:02	8:58			

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 minutes. The time whistle blows at 1:30 p. m. which is the same as Greenwich, 0 hours, 0 minutes. The Sun and Moon are for local time for the whole group.

Shipping in Port

(Army and Navy).

U. S. S. Iroquois, Moses, station tug. Jap. training ship Tasei Maru, S. F., Fureya, Aug. 25.

U. S. Pacific fleet cruisers West Virginia (flagship), Maryland, Pennsylvania, Tennessee, California, South Dakota and Washington; supplyship Solace; and destroyers Whipple, Hopkins, Hull, Truxton, Preble, Perry and Stewart; from S. F., Sept. 2.

U. S. Colliers Saturn and Justin, from S. F., Aug. 31 and Sept. 1.

(Steamship.)

Br. S. S. Romford, Scott, Newcastle, Sept. 4.

(Sailing Vessels.)

Br. bk. Carracale, Smith, Newcastle, July 20.

Ger. sp. Alexander Isenberg, Behring, Hamburg, Aug. 19.

Am. bk. Andrew Welch, Kelley, S. F., Aug. 27.

Br. bk. Hollywood, Smith, Junin, May 7.

The Mails

INCOMING.

From Orient, Tanyo Maru, Sept. 9.

OUTGOING.

For S. F., Tanyo Maru, Sept. 9.

U. S. A. TRANSPORTS.

Thomas left Hon. for S. F., Sept. 4.

Legat at San Fran.

Buford at S. F.

Dix left Hon. for Seattle, Aug. 26.

Sherman at S. F.

Warren at Manila.

Crook at Nome.

Sheridan left Hon., for Manila, Aug. 13.

DEPARTING.

Tuesday, Sept. 8.

M. N. S. S. Hilonian, for S. F., 10 a. m.

S. S. Mauna Kea, for Hilo and way, noon.

S. S. Helene, for Hawaii, noon.

S. S. W. G. Hall, for Kauai, 5 p. m.

S. S. Mikahala, for Maui and Molokai, 5 p. m.

FOREIGN MAIL SERVICE

Date.	Name.	From.
Sept. 2	Hilonian	San Francisco
5	Nippon Maru	San Francisco
9	Tanyo Maru	Yokohama
11	Alameda	San Francisco
15	Asia	San Francisco
15	Marama	Colonies
17	Virginian	San Francisco
19	Manuka	Victoria
21	Mongolia	San Francisco
21	Korea	Yokohama
22	Lurline	San Francisco

U. S. A. transports will leave for San Francisco and Manila, and will arrive from same ports at irregular intervals.

WHAT IT NEEDED.

A little snappish man had just finished his lunch. Just then the waiter brought and set before him a suspicious heap of "something."

"Here, waiter!" he called, "is this

meant to be shortcake?"

"Yes, sir," answered the waiter.

"Then, for heavens sake," he cried, "take it away and berry it!"

FINE WORK ON PANAMA CANAL

PRESIDENT ROOSEVELT REJOICES OVER THE REPORT OF THE SPECIAL COMMISSION.

OYSTER BAY, August 23.—President Roosevelt today made public a report submitted to him August 6th by a special commission consisting of James Bronson Reynolds, Samuel H. Donnelly and Henry Beach Needham regarding conditions in Panama. The commission was appointed April 25th last.

That the President is pleased with the report is shown in a letter which he sent to each member of the commission on Friday. He expresses particular pleasure over the fact that the commission upholds the administration of Colonel George E. Goethals, chairman of the Isthmian Canal Commission, and the President has had a copy mailed to Colonel Goethals, requesting that the recommendations made by the commission be put into effect immediately so far as possible. The President will submit the report to Congress, with appropriate recommendations.

President's Roosevelt's letter to the investigators says: "I doubt if there is any piece of work undertaken on behalf of the American people in recent years in which the American people have more reason to be proud than of the work done on the Panama canal."

"The success has literally been astounding. Five years ago, when we undertook the task, no sane man would have dared to hope for the results which have already been achieved. The work itself has been advanced more expeditiously than we had ventured to think possible, and the rapidity of the rate of progress has steadily increased."

"Meanwhile the treatment of hygienic conditions on the isthmus has been such for all work of the kind in tropical countries. Five years ago the isthmus of Panama was a byword for unhealthiness of the most deadly kind. At present the canal zone is one of the healthiest places on the globe, and the work which is being prosecuted with such tremendous energy is being prosecuted under conditions so favorable to the health and wellbeing of the workers that the mortality among them is abnormally small."

"Finally, in addition to the extreme efficiency of the work under Colonel Goethals and his assistants and the extraordinary hygienic success achieved under Dr. Gorgas, there is the further and exceedingly gratifying fact that on the isthmus the United States Government has been able to show itself a model employer. There are matters of course, as your trip showed, but on the other hand it is true that the United States is looking after the welfare, health and comfort of those working for it, as no other government has ever done in work of like character."

The Commission reports that it "inspected the entire line of the canal excavation from La Boca, the southern or Pacific terminus, to Cristobal, the northern or Caribbean terminus, and traveled through the excavation several times, interviewing the men at work."

The terrible scourge of yellow fever, against which the French struggled in vain; the filthy and pest-breeding state of the principal Panaman towns, the rough lumber camps and other hardships of the first two eras has been eliminated through the brilliant

and persistent activity of the department of sanitation, the department of municipal engineering and the building department. Today we find yellow fever driven from the isthmus, malaria and pneumonia greatly reduced and a high average of health established.

"Although the Government's immediate object on the isthmus is to dig the canal and provide living quarters for a temporary enterprise, it has in fact created comfortable homes and well organized social communities for its working forces."

Of the progress of the work the report says: "This year over two and one-third million cubic yards were excavated in each of the winter months—the dry season in Panama—a million yards being approximately equal to a square mile one foot deep. To prepare this immense mass for removal 405 tons of dynamite were used per month, and to make the dirt fly to this extent thirty-nine ninety-five ton steam shovels, thirty-seven seventy-one, ten forty-five-ton and twenty-four others were in constant use. A total of 4141 cars and 321 locomotives moved this mass to the dumps. A fleet of eighteen barges, fifteen dredges and thirty-one other vessels were at work in the dredging service."

After giving a detailed description of the method of work on the canal and the amount of machinery and labor involved the report continues: "When we recall that this enormous plant is operated at a distance of 1975 miles from the main base of supplies, New York, we can estimate with more justice and accuracy the magnitude and complications of the undertaking. On April 30th last 26,118 men were actually at work for the Isthmian Canal Commission and 7057 at work for the Panama Railroad—a total of 33,195."

As to investigating and disposing of complaints with the workmen, etc., the Commission reports: "A labor secretary to the Commission should be appointed, whose duty it shall be to investigate all complaints in relation to conditions of employment, subsistence and accommodations and to report thereon to the chairman of the Commission."

Adequate compensation for those injured while at work on the canal is recommended. As at present provided by law, injured workmen are entitled to one year's pay "unless sooner able to resume work," and in case of death the widow, children and dependent persons receive the workman's wages for the remainder of the year. The Commission finds this law inadequate regarding cases of permanent disability and recommends more liberal allowances.

In conclusion, the Commission states that it desires to emphasize three striking excellences of the canal administration. These are:

First—The recognition by the Government that the housing, feeding and health of its employees bear a vital relation to their economics and efficiency and as a consequence the Government has been able to take up and successfully carry on a work that had been abandoned by another government with a high average of health and working power of its employees.

Second—The improved relationship between the Government and the employees, which makes it now possible for the workman to have his complaints investigated and, if proved, rectified.

Third—The liberal provision which is now made for relief in cases of temporary disability.

WOULD BE CHEAPER.

A local church appointed a committee to get subscriptions for a chime of bells. They had seen nearly all the congregation.

When they went to see a rather poor member they told him they would like a small amount toward it. He promised to give as much as he could, but he said "Don't you think it would be cheaper to put a whistle in?"

If the Young Turks succeed in their plan to reduce the salaries of overpaid officials and to abolish unnecessary government jobs, they could render us a great service by telling us how they managed it.—Indianapolis New.

WEEKLY WEATHER BULLETIN

FOR THE WEEK ENDED AUGUST 29, 1908.
Honolulu, August 31, 1908.

GENERAL SUMMARY.

The mean temperatures were higher than those of the preceding week at all stations in the Kohala, Hamakua and Hilo districts of Hawaii, at all on Oahu, and Molokai, in the Hamakua, Koolau, Kula, and the central and western parts of the Wailuku districts of Maui, and in the Koolau, Puna and western portion of the Kona districts of Kauai; elsewhere they were lower, excepting no change in the Lahaina district of Maui. The greatest changes ranged from +1.0 deg. to +2.3 deg.

The rains were well distributed, but generally light, and occurred excepting at the lower levels of the Ewa and Waianae districts of Oahu, in the northern portion of the Kau district of Hawaii, and the Kula and eastern portion of the Wailuku districts of Maui.

The greatest amounts of rainfall occurred in the windward districts of Maui and the northeastern districts of Hawaii.

The rainfall, in inches, by districts was: Hawaii—Kohala and Hamakua 0.75 to 1.11, Hilo 1.52 to 2.70, Puna 1.16 to 1.46, Kau 0.00 to 0.72, and Kona 0.27 to 2.51; Maui—Koolau 4.53 to 4.93, Hamakua 2.00, Hamakua 1.36, Kula 0.00, Wailuku 0.00 to 0.07, and Lahaina 0.14; Oahu—Koolauloa 0.14, Koolauloko 0.17 to 0.76, Honolulu, lower levels, 0.08, Ewa 0.00 to 1.10 and Waianae, lower altitudes, 0.00; Kauai—Koolau 0.84, Puna 0.09 and Kona 0.07 to 0.41, and Molokai 0.10 to 0.45.

HAWAIIAN

Macaroni Manufacturing Co., LIMITED

Beretania Street near Aala Street.

MANUFACTURERS OF

MACARONI (HOSHI UDON)

and

BUCKWHEAT (HOSHI SOBA)

The largest and only incorporated concern of its kind in Honolulu.

A new enterprise launched by enterprising merchants.

K. Yamamoto

SALES AGENT.

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日布時事社

To ATTRACT THE JAPANESE TRADE advertise in THE DAILY NIPPON JIJI, the most popular and widely circulated evening paper among the Japanese colony.

JOB PRINTING A SPECIALTY with either language of Japanese, Chinese, Korean or English.

The Nippon Jiji Co., Ltd.,

Y. SOGA, Manager. Hotel Street near Nuuanu.

At stations having a record of ten or more years the rainfall was below the weekly average at all stations in the section, excepting an excess of 0.46 inch at Oolaka, Hawaii.

The deficiencies, in inches, in the several districts were: Hawaii—Kohala 0.07 to 0.08, Hamakua 0.24 to 0.46, Hilo 0.40 to 1.82, Puna 0.23, Kau 0.74 to 0.92 and Kona 1.59; Oahu 0.13 to 0.63, and Kauai 0.11 to 0.74.

The amount of rainfall for the week was in excess of the preceding week's on Molokai, in the central portion of the Hilo district of Hawaii, and generally on the remaining islands.

The greatest excesses occurred in the windward districts of Maui, and ranged from 1.59 to 1.92 inches; and the largest deficiencies in scattered districts of Hawaii—the greatest being 1.86 inches.

More rain is greatly needed in the Hana and Kula districts of Maui, the Kau district of Hawaii, and at the lower levels on the leeward side of Oahu.

The following table shows the weekly averages of temperature and rainfall for the principal islands and for the Group:

	Temperature.	Rainfall.
Hawaii	73.2 deg.	1.48 inches.
Maui	75.6 deg.	1.62 inches.
Oahu	77.6 deg.	0.35 inch.
Kauai	76.6 deg.	0.30 inch.
Molokai	76.0 deg.	0.28 inch.

Entire Group..... 76.0 deg. 1.12 inches.

At the local office of the U. S. Weather Bureau in Honolulu partly cloudy weather generally obtained, with measurable rainfall on three dates amounting to .08 inch, .25 less than the normal for the week, and .07 more than during the preceding week. The maximum temperature was 83 deg., minimum 71 deg., and mean 77.3 deg., 1.1 deg. below the normal for the week, and 0.3 deg. higher than last week's. The prevailing wind on the first six days and for the week was NE, and S. on the 29th; the average hourly velocity was 8.7 miles. The mean daily relative humidity ranged from 63 per cent. to 78 per cent., and for the week was 67.6 per cent. The mean daily barometer was from .02 to .09 inch above normal, and the mean for the week, 30.02 inches, was .04 above normal.

U. S. DEPARTMENT OF AGRICULTURE.

WEATHER BUREAU.

The following data, covering a period of 33 years, have been compiled from McKibbin and the Weather Bureau records at Honolulu, T. H. They are issued to show the conditions that have prevailed, during the month in question, for the above period of years, but must not be construed as a forecast of the weather conditions for the coming month.

Month of September for 33 years.

TEMPERATURE. (1890-1907) 18 years.

Mean or normal temperature, 78 deg.

The warmest month was that of 1891, with an average of 80 deg.

The coldest month was that of 1905, with an average of 77 deg.

The highest temperature was 88 deg. on the 9th and 16th, 1890; 29, 1891; 14th, 1892; 10th, 1896; 12, 1900.

The lowest temperature was 65 deg. on the 15th, 1890.

PRECIPITATION. (Rain, 1877-94, 1904-7.) 21 years.

Average for the month, 1.22 inches.

Average number of days with .01 of an inch or more, 14.

The greatest monthly precipitation was 2.95 inches in 1888.

The least monthly precipitation was 0.30 inch in 1907.

The greatest amount of precipitation recorded in any 24 consecutive hours was 1.27 inches on the 8th, 1888.

RELATIVE HUMIDITY..

Average, 9 a. m., 65 per cent; 8 a. m., 68 per cent.; average 9 p. m., 72 per cent (1893-1903); 8 p. m., 72 per cent (1904-7).

CLOUDS AND WEATHER. (1890-1907). 18 years.

Average number of clear days, 14; partly cloudy days, 14; cloudy days, 2.

WIND. Direction, 23 ears. Velocity, 3 years.

The prevailing winds are from the NE. (1875-94, 1904-7).

The average hourly velocity of the wind is 7.8 miles (1904-7).

The highest velocity of the wind was 28 miles from the N. E. on the 18th, 1905 (1904-7).

Station: Honolulu, T. H.

Date of issue: August 31, 1908.

* 9 o'clock averages from records of Territorial Meteorologist; 8 o'clock averages from Weather Bureau records.

WM. B. STOCKMAN,
Section Director, Weather Bureau.